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Roadsters, Touring Cars and Delivery Wagons.
Ranging from \$800 to \$1,500.

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New Town Car and 5-Passenger Touring Car
For rent by week or month.
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"TAKE A SPIN IN A MICHIGAN 40."
\$1,150 to \$1,500.
PROBEY CARRIAGE CO.,
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Capacity 1,000 lbs. \$750.
IMMEDIATE DELIVERY.
AUBURN MOTOR CARS.
"The Most for the Money."
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In a shop complete in every detail. Expert service. Making of all parts on premises. Phone M. 7062 and 3512.
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JONES-KESSLER RUBBER TIRE CO.
Automobile, Motor, Truck, Carriage, Motor Cycle Tires and accessories, best makes, lowest prices. The repairing; satisfactory service. Two motor cycles ready for instant delivery of goods.
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"The Easiest Riding Car in the World."
POTOMAC MOTOR CAR CO.,
Tel. N. 596. 1218 Conn. Ave.

EVERITT
Self-Starting—Three Models, \$1,250, \$1,500, \$1,750.
Six Cylinder, \$1,850.
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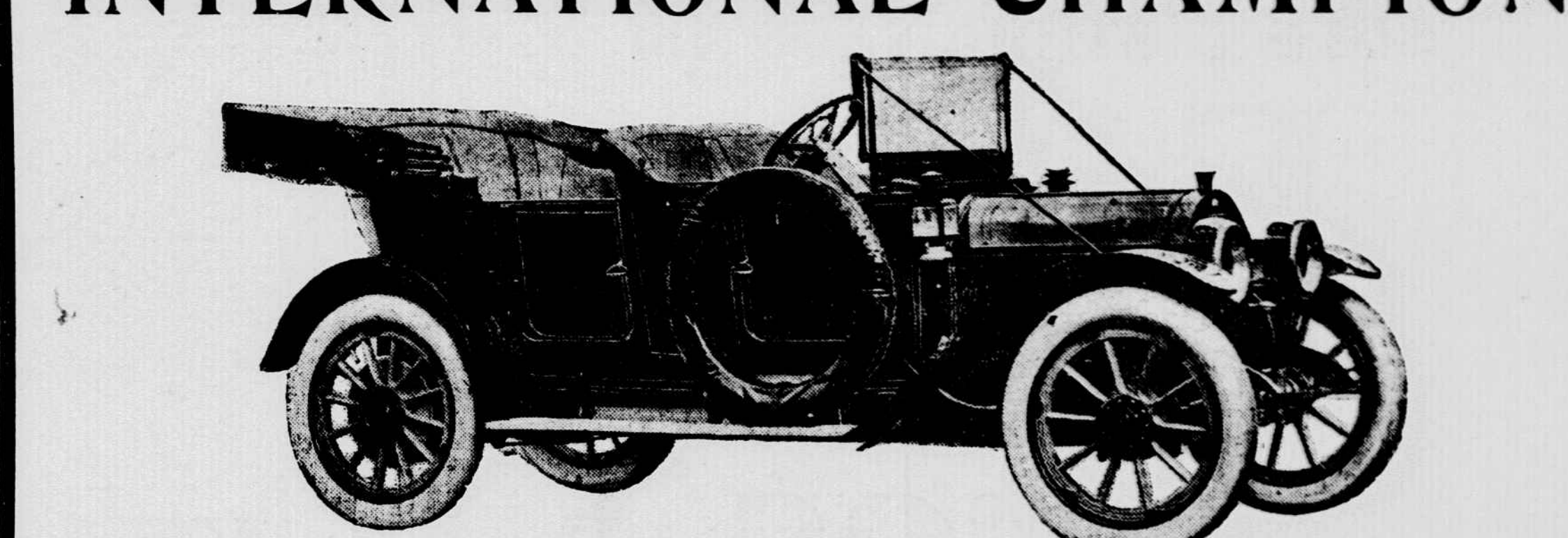
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FOURS AND SIXES.
\$1,800 to \$2,500. \$850 to \$2,250.
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MARMON

"The Easiest Riding Car in The World"

INTERNATIONAL CHAMPION



MARMON "Thirty-two" 5-Passenger Touring Car, Fully Equipped, \$3,000.

The MARMON "Thirty-two" is the rational, logical car. Moderate in size and capacity; light in weight, with an abundance of power, exceptionally well proportioned and well balanced; made to answer every requirement of city use and touring with the greatest comfort and economy.

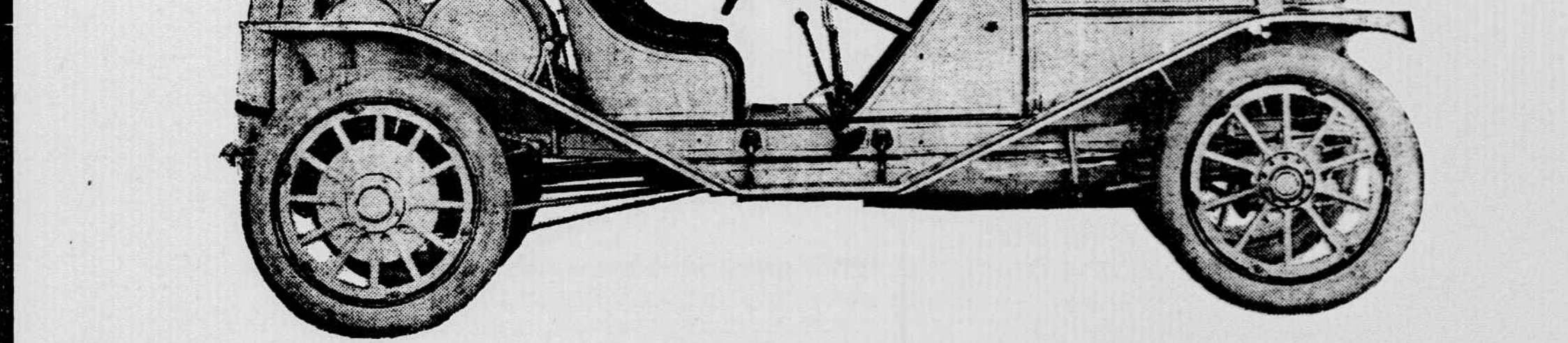
The easy riding of the MARMON; its quiet, smooth-running, enjoyable operation; its wonderful ease on tires and economy of fuel, oil and upkeep; these are the results of the superiority of design, materials and workmanship.

A FEW SPECIFICATIONS:

MOTOR—Water cooled, four cylinder, vertical, cast in pairs with valves on opposite sides. Bore, 4 1/2 inches; stroke, 5 inches; prospective mean-
HORSEPOWER—32-40.
OILING—Marmon system of automatic force feed lubrication in motor, delivering oil through the hollow crank shaft directly into the main bearings, connecting rod bearings and piston pin bearings. Oil thrown off by movement of cranks lubricates the walls of the cylinders, the valve shaft and gears, valve tappets, etc. Oil pressure is regulated with an adjustable relief valve placed conveniently outside the crank case. Oil returns to the reservoir below the sweep of the cranks, passing through a screen and is used over and over. There is no splash or churning of oil. Oil consumption, friction and wear reduced to the minimum.
BODY—Marmon perfected cast aluminum construction with sheet metal seat backs.

IGNITION—High-tension magneto and battery, two-spark dual system, one set of plugs over intake valves and one set over exhaust valves; operating simultaneously; single-coil with lock on dash.
BRAKES—Two expanding steel brake shoes, 16 inches diameter by 2 inches face, in each rear wheel, placed side by side, faced with asbestos fabric, operated through equalizers; 403 square inches of braking surface. Improved screw and segment adjustment, conveniently placed. Pressed steel brake drums, dust-proof. Effective, durable and easy of access.
WHEELBASE—120 inches. Tread, 56 1/2 inches. Clearance, 10 inches.
SPRINGS—Rear, full elliptic, 40x2 inches; front, semi-elliptic, 25x2 inches. Provision for lubricating the end bolts.

COMPARE THE MARMON AS YOU PLEASE—YOU WILL FIND ITS VALUE UNEQUALED.



MARMON "Thirty-two" Speedster—Indianapolis Speedway Type, \$2,850.

Before You Buy Any Car—Know the MARMON!
Demonstration by Appointment.

POTOMAC MOTOR CAR CO.,

Telephone North 996. 1218 CONN. AVE.

BY HOWARD S. FISK.

THE first annual sociability run of the Automobile Club of Washington will be held next Saturday afternoon, starting promptly at 1:30 o'clock from 6th street and Pennsylvania avenue. Entry blanks were issued early last week. It is certain that a large number of Washington motorists will turn out for the first 1912 automobile run in the National Capital.

The details of the run have been worked out. The entrants will line up on 6th street, the head of the line resting on Pennsylvania avenue. Both gasoline and electric cars will participate, as the schedule has been arranged so as to be well within the time for electric vehicles. Drivers will not have to exceed the speed limit at any time on the run. This applies to not only city but county speed limits, and that portion of the trip which is in Maryland.

The route will be from 6th and Pennsylvania avenue out Pennsylvania avenue to Executive avenue, thence west on Pennsylvania avenue to Georgetown. Continuing out M street the motorists will pass on to Canal road at junction with the Aqueduct bridge at 32d and M streets, turning to the right at a steep hill a short distance beyond and heading for Cabin John bridge, Md. Care should be exercised in crossing the tracks of the Glen Echo division of the Washington Railway and Electric Company just before reaching the top of the hill. From this point the route continues over the Conduit road to Cabin John bridge, where the participants will turn in front of the hotel and the return trip be commenced.

Leaving the bridge the route will be again over the Conduit road, passing Glen Echo en route, until the reservoir is reached at the New Cut road, or Chain Bridge road, as it is known, when the left fork will be taken to the Foxhall road; thence via University street to Tenleytown. At Tenleytown the motorist party will proceed out the Grant Military road crossing Connecticut avenue extended and Broad Branch roads and head straight for Military road via Beach drive, turning to the right over Military road in the direction of Brightwood.

At the junction of the Military road with Georgia avenue, at Brightwood, the tourists will again turn to the left and motor a short distance to the north over this avenue. The run will finish at the clubhouse on Georgia avenue a short distance above Piney branch road. Here a buffet luncheon will be served.

The distance will be about twenty-two miles and through a very interesting section of the District. The roads for

M street, Georgetown.
3.1—Enter on Canal road (speed twenty miles hour higher on Grant road).
3.6—Turn right up Foxhall hill and follow Conduit road.
6.5—Cross District line.
9.0—Pass Glen Echo on left.
9.9—Cabin John Hotel. Reverse machines here.
15.2—Take left fork into New Cut road.
15.7—Turn left into Ridge road.
17.2—Bear right into University stretch.
18.3—Turn left into Wisconsin avenue.
18.4—Turn right into Grant road.
18.7—Bear to right on Grant road.
19.4—Turn right, keep on Grant road.
19.1—Cross Connecticut avenue extended and tracks of Chevy Chase cars.
19.6—Keep straight ahead on Grant road.
19.7—Pass Children's Country Home on left.
19.9—Keep straight ahead.
20.2—Take left turn on Ridge road.
20.5—Turn right into Military road.
21.2—Cross Beach drive, turn left on Military road.
22.0—Turn left into Georgia avenue at Brightwood.
22.5—Enter clubhouse grounds on Georgia avenue.

The following entries had been received for the sociability run up to last night:

No.	Entrant	Car
1	R. H. Martin	Buick
2	E. H. Johnson	Ward
3	C. H. Hough	E. A. F.
4	J. H. Pilling	Flint
5	Miss Lillian Miller	Ford
6	L. S. Harding	Buick
7	Frank G. Stewart	National
8	Edgar J. Orme	Apperson
9	Frank G. Stewart	National
10	Earle & Allen	R. H. F.
11	Belle & Allen	Hupp-Yeats
12	H. B. Barry	H. Kambler

Beisner Brothers have purchased two Lauth-Juergens lumber trucks, one of one-ton capacity, and the other of two tons, for early delivery.

Another automobile event in which motorists of Washington display interest is the meet of the National Capital Motor Cycle Club at the Benning track Decoration day, and for which a large list of entries has already been secured. The program for the afternoon's sport includes six motor cycle races of various distances and three automobile races. The track is now being put in first-class condition and will be thoroughly dried during the coming week. The course is one mile, with the curves banked enough to permit of fast speed being made by the automobile pilots and motor cyclists. In the event of rain the races will be held the first clear Saturday afternoon following Decoration day.

The distances for the six motor cycle races and the prizes in each event are as follows:

First race, three-mile novice, private owner; stock, 30.50 cubic inches—First prize, Champion tool kit and Neverout lamp; second prize, Whitney drive chain; third prize, Purdy pump; fourth prize, Vedder motor cycle cyclometer.

Second race, club members only; stock, 30.50 cubic inches—First prize, trophy cup; second prize, Kittle tandem attachment; third prize, Kittle tandem attachment; fourth prize, generator; fourth prize, Wet-prufe belt; fifth prize, infallible whistle.

Third race, ten miles open; 30.50 cubic inches—First prize, case containing two gold-plated Spillproof spark plugs engraved with the club's name and the name of the event; second prize, Heitler carburetor; third prize, Eclipse motor cycle brake; fourth prize, Solar gas lamp.

Fourth race, five miles open; 61 cubic inches—First prize, Prestolite gas tank; with gauge; second prize, Musson motor cycle brake; third prize, Spartan belt; fourth prize, Prestolite gas tank.

Fifth race, ten miles; stock machines; 61 cubic inches—First prize, Fox tandem attachment; second prize, Searchlight gas tank; third prize, Atlas carrier, with cushion; fourth prize, Purdy whistle; fifth prize, buckskin belt.

Sixth race, ten miles free-for-all; 61 cubic inches—First prize, Carbolight gas tank and Pathfinder searchlight; second prize, United States standard tread casing; third prize, Corbin band brake; fourth prize, Mesinger motor cycle saddle.

The automobile races will be held under the rules and with the sanction of the American Automobile Association. Two events will be for a distance of ten miles, commencing at 1:30 o'clock and ending promptly at 1:45 o'clock. Entries for the automobile races close next Saturday night at midnight. The officials of the meet include the following: Referee, H. E. Duckstein; starter, Howard S. Fisk; assistant starter, C. H. Cross; judges, Harry Ward, John K. Heyl and William Ullman; timers, A. O. Hutterly, J. L. Wilcox, C. L. Plommons, Maj. L. W. Herron, T. O. Wansleben; American Automobile Association representative, Horace C. Chandler; clerk of course, W. P. Thompson; umpire, Lester Marx and E. M. Dodson, and scorer, S. S. Grosman.

Details are gradually being worked out for a three-day automobile endurance run to be given by the Automobile Club of Washington June 12 and 13. The distance will be approximately 500 miles. The run the first day will be to Harrisburg, Pa., with Hagerstown, Md., as the noon stop. The second day's run will be to Philadelphia, stopping at York, Pa., for lunch. Leaving the Quaker city at an early morning hour on the last day of the run, the route will be via Baltimore,

where a brief stop will be made before the final dash to the finish line at Washington.

The majority of Washington autoists have been over these roads and are familiar with their condition. The trip is through interesting country and the scenery is inviting. Entry blanks for the run will be issued this afternoon. This affair will also be under the supervision of the road officials of the club, Capt. Rudolph Jose and Lieut. Gardner P. Orme, who are now engaged in arranging the details of the run.

A Cole touring car, containing the automobile editor of the local newspapers will leave Washington at daybreak on the morning of Sunday, June 2, and lay out the route and secure the exact mileage. Arrangements will be made for hotel accommodations and also for securing gasoline and oil at the noon controls. On the day of the run Lieut. Orme, in his new Apperson roadster, will be the official pilot. This car will start out at daybreak every day and will be far in advance of the referees' car and the first contesting car. A Cole touring car has been nominated as "press" car on the three-day run.

Saturday, June 8, the motorists of the National Capital will be given an opportunity to participate in a floral parade in connection with the exercises of unveiling the Columbus memorial in front of the new Union station. Isaac Gans, appointed chairman of the committee on the auto floral parade, has announced the members of the committee who will work with him. They include Joseph M. Stoddard, William D. West, Lester D. Moore, Jr., Charles E. Miller, Claude E. Miller, J. A. Muehleisen, Samuel A. Luttrell, George Hinds, Frederick Schwab, J. Pickling, R. C. Smith, Clarence Barnard, E. A. Garlock, John R. Thomas, W. S. Overider, Thomas Jarrell, J. H. Earle, "Ted" S. Johnston, M. T. Pollock, H. B. Leary and Theodore Barnes. Return postal cards will be sent to each automobile owner in the city with the request that he decorate his machine with either flowers or pennants on that date and participate in the parade.

Upon his return from California, during the past week, Starter Fred J. Wagner made the announcement that another big ten-thousand-dollar road race is planned for the Pacific coast, July 5 and 6. It will be held at Tacoma, Wash., and conducted under the auspices of the Tacoma Automobile Club and the Tacoma Carnival Association, during the "Montana festa" in that city. This is a big annual event there, and literally translated, means "mountain-sea festival." Four events are planned for the two days of racing, which will be a circuit in Pierce county, through the famous Tacoma gravel prairies.

The course is 15 miles in circumference, which means that cars will pass the grandstand at rapid intervals. Friday, July 5, there will be run three light-car

SOCIABILITY RUN OFFICIALS.



LIEUT. GARDNER P. ORME.

W. C. LONG,

CAPT. RUDOLPH JOSE.

Chairman Entertainment Committee.

the greater part of the run are in good condition and no trouble is expected from this standpoint. The electric entrants will have no trouble in negotiating every foot of the distance, and there will be ample opportunity to coast over some of the smooth macadam stretches which have been included in the outline. Officials in charge of the run include Capt. Rudolph Jose, Lieut. Gardner P. Orme and Col. W. C. Long of the Automobile Club of Washington. The two first officials will have entire charge of the entrants from start to finish. Col. Long is chairman of the entertainment committee, and will provide the luncheon which is to be served on the grounds of the club, on Georgia avenue.

No entry fee will be charged. Participants are required to purchase luncheon tickets, which must be secured when the entry is filed. No public service vehicles will be permitted to enter the contest.

The time for the distance will be sealed, and the entrant finishing nearest to the sealed time will be awarded the first prize, a silver loving cup. A number of prizes have been donated and will be awarded to those finishing nearest to the correct time, including both electric and gasoline machines. It is the first affair of its kind ever given under the auspices of the club, and is expected to surpass any road event in which this organization has participated since it was organized, a number of years ago.

The route and distances of the run are as follows:
0.0—Start 6th street below Pennsylvania avenue northwest.
0.1—Turn left into Pennsylvania avenue.
0.8—Bear left into Executive avenue.
1.0—Bear right into Executive avenue.
1.1—Turn left into Pennsylvania avenue.
2.3—Cross Rock Creek bridge and into

lump; second prize, Whitney drive chain; third prize, Purdy pump; fourth prize, Vedder motor cycle cyclometer.
Second race, club members only; stock, 30.50 cubic inches—First prize, trophy cup; second prize, Kittle tandem attachment; third prize, Kittle tandem attachment; fourth prize, generator; fourth prize, Wet-prufe belt; fifth prize, infallible whistle.
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including the 220-cubic-inch and under division, 231-300 and 301-450 displacement division in class C. These will run, respectively, 100, 150 and 200 miles. Saturday there will be the guests of the stock, free-for-all, big-car race, contestants running 250 miles, which means a very large variety of animals from the free-for-all is \$5,000, the same amount being split up in the light-car events. Four events are planned for the two days of racing, which will be a circuit in Pierce county, through the famous Tacoma gravel prairies.

The course is 15 miles in circumference, which means that cars will pass the grandstand at rapid intervals. Friday, July 5, there will be run three light-car

Although it is not generally known, A. J. Beveridge of Indianapolis, former United States senator from Indiana, and prominent fighter for the nomination of Theodore Roosevelt, in Chicago this June, is the owner of an Apperson "Jack Rabbit."

Mr. and Mrs. L. Thompson Hollister, prominent motorists of New York, are visiting friends in Washington for a few days.

Lee Meriwether, a noted author, tourist and motor scout, who has driven Maxwell automobiles more than 100,000 miles, has been elected president of the Sand-Mile Maxwell Motor Club, recently formed as a national organization to encourage the purchase of Maxwell automobiles according to the mileage they have made.

Mr. Meriwether, the first motorist to qualify for one of the gold medals which the Maxwell-Briscoe Motor Company is presenting through the club to all owners who have traveled 50,000 miles or more.

Naturally the largest number of owners are qualifying for the silver medals, which go to the twenty-five-thousand-mile class, but the fifty-thousand-mile class has shown a large membership. Mileages as high as 110,000 have been reported by many members.

H. M. Jewett, president of the Paige-Detroit Motor Car Company, and F. L. Jewett, eastern sales manager of the same company, were the guests of Saturday at the National Capital last week.

Rock Creek park, one of the government's most beautiful reservations, and part of the city of Washington, is one of the places of interest that many visitors and residents of the District have failed to enjoy, merely because of the lack of proper transportation facilities to properly convey sight-seers through the park. Adjoining Rock Creek Park is the Zoological Park, containing herds of very large variety of animals from all over the world the identical old buffalo whose picture is so familiar, he being the model of design used on the late issue of ten-dollar silver certificates.

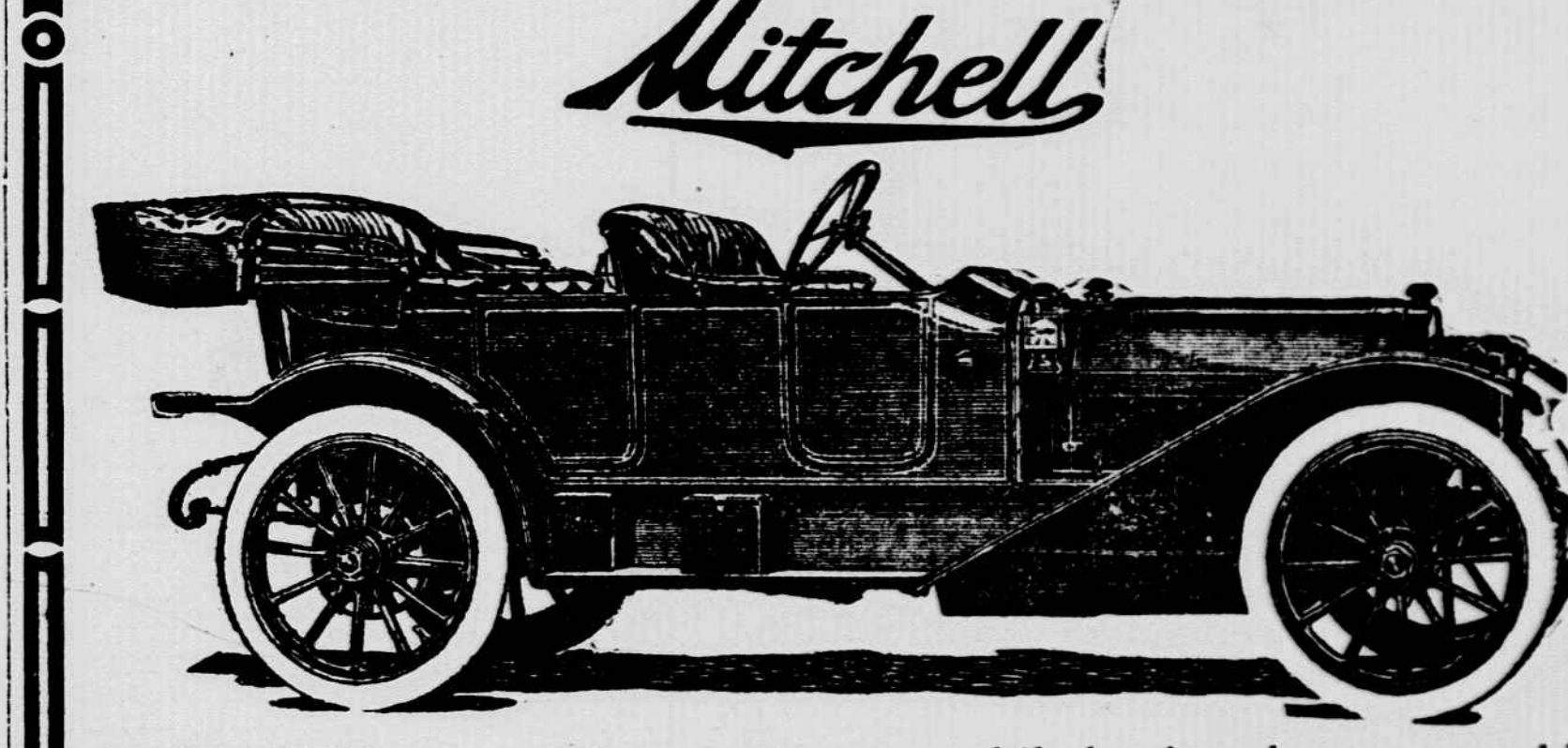
Starting yesterday arrangements were made to run a motor bus line from 18th street and Columbia road, through the Zoological Park, across one of the fords, through Rock Creek Park in all its primeval beauty, continuing along the edge of Rock Creek over the elegant roads, very large variety of animals from all over the world the identical old buffalo whose picture is so familiar, he being the model of design used on the late issue of ten-dollar silver certificates.

This bus line now provides excellent means of taking care of picnic parties, who formerly were restricted to the outskirts of the park. The motor bus leaves 18th street and Columbia road every hour on the hour, from 8 a.m. until 11 p.m.

Louis V. Stephenson, for a number of years chief of the Luthi-Luthi company and who resigned last fall to go with M. T. Pollock, Oldsmobile representative, has resumed his former position May 15, and will continue to sell Packard cars.

The police department of Brookline, Mass., has purchased a Marmon "32" car for use of the chief of police.

Announcement was made last week that the B. F. Goodrich Rubber Company had purchased the Diamond Rubber Company, both located at Akron, Ohio. The companies are to be combined in a \$50,000,000 merger. The Goodrich company will pay \$15,000,000 of its 7 per cent cumulative preferred stock and \$35,000,000 common stock. This is exactly the amount of the present capital of the B. F. Goodrich Company, so that the two companies go into the merger on an identical valuation. The Goodrich company will expand its \$15,000,000 of preferred stock to \$30,000,000 and its \$30,000,000 common to \$60,000,000, the new capital to be issued in payment for the Diamond property. This will make a total capitalization of \$90,000,000 for the merged company.



FOR \$1750 you can do more in automobile buying than you could have done a few years ago with five times the amount.

Think of it! The new Mitchell six cylinder, 48 H.-P., five passenger touring car for \$1750.

But what you can do with the car is even more wonderful; no roads, no hills, no mud nor sand that can be negotiated by other cars will stop this powerful and simple engine. It will take you where you want to go and bring you back again. All parts are easily accessible and simple to adjust and care for.

Mitchell service is an ideal service; it takes such care of the owners of Mitchell cars that it makes friends of them for all time. That's the Mitchell idea of business methods; such methods have kept Mitchell vehicles in the lead for 77 years, and will do the same for the next 77 years, because the Mitchell is built for the man who can't afford to make a mistake.

The Mitchell 60 H.-P., 6 cyl., 7 passengers, \$2250 | The Mitchell 35 H.-P., 4 cyl., 5 passengers, \$1350
The Mitchell 48 H.-P., 6 cyl., 5 passengers, \$1750 | The Mitchell 30 H.-P., 4 cyl., 4 passengers, \$1150
The Mitchell 30 H.-P., 4 cyl., 2 passenger Runabout, without top, \$950

Mitchell-Lewis Motor Company

Racine, Wisconsin
H. B. LEARY, JR., 1317 14th St. N. W. Tel. North 949.

to go into the enlarged Goodrich company for \$45,000,000 of the stock of the latter. The combined output of the two companies is said to be larger than any other company in the world.

A party of local motorists arrived in Washington Friday evening from York, Pa., where they went on a visit to the Pullman factory for the purpose of securing a new 1912 Pullman six-cylinder, sixty-horsepower, seven-passenger touring car, which had been purchased by John Imrie of this city. The other members of the party were Theodore Barnes, Jr., who piloted the party, and A. H. Cordes.

Leaving York, about 4 o'clock, Friday afternoon, the route taken was via Lancaster, Pa., where they went on a visit to the Pullman factory for the purpose of securing a new 1912 Pullman six-cylinder, sixty-horsepower, seven-passenger touring car, which had been purchased by John Imrie of this city. The other members of the party were Theodore Barnes, Jr., who piloted the party, and A. H. Cordes.

(Continued on Sixth Page.)